

2005 MASSACHUSETTS LAW ENFORCEMENT CHALLENGE



For the first time in five years, the overall number of motor vehicle traffic fatalities has declined. The traffic fatality rate is the lowest since NHTSA started keeping records 29 years ago. U. S. Secretary of Transportation Norman Y. Mineta announced on September 16, 2004 that safety belt use has increased steadily from 71 percent in 2000 to 80 percent this year. Since 2000, safety belt use has increased 9 percentage points, which translates into over 2000 lives saved a year. Every percentage point we raise belt use, translates into saving the U.S. economy about \$800 million per year. Today's traffic fatality rate is 1.2 fatalities per 100 million miles traveled, a dramatic reduction since 1975 when the rate was 3.35 fatalities per 100 million vehicle miles traveled. Secretary Mineta issued a challenge to lower the rate to 1.0 fatalities per 100 million miles traveled by 2008. The Law Enforcement Challenge program targets three major traffic safety priorities: occupant protection, impaired driving, and speeding. The **Click it or Ticket** campaign incorporates high visibility enforcement efforts. Over several years, experience has shown that such programs can



substantially increase safety belt use rates in a very short period of time and have heightened the public's interest in its support of positive, prevention-oriented law enforcement efforts.

Federal regulations require the use of safety belts by commercial motor vehicle drivers. A recent U.S. DOT study found only 48 percent of drivers of large trucks wear safety belts compared to 80 percent of passenger drivers. In 2002, of the 588 commercial drivers killed in crashes, more than half were not wearing safety belts. In December 2003, U.S. Transportation Secretary Norman Y. Mineta announced a new national public-private partnership - the Safety Belt Partnership - to combat low safety belt use among the nation's commercial motor vehicle drivers. The IACP is a member of this Safety Belt Partnership and is working to improve safety belt use among drivers of large trucks. For more information regarding the Safety Belt Partnership, see www.fmcsa.dot.gov/safetybelt.

www.nhtsa.dot.gov
nhtsa ★
people saving people

In the area of impaired driving enforcement, the National Law Enforcement Challenge will recognize outstanding efforts that create general deterrence by conducting high visibility impaired driving enforcement, both during brief periods of heightened enforcement and on a sustained basis throughout the year.

Heightened enforcement was achieved in 2005 during the National Crackdown on impaired driving during the campaign **You Drink & Drive. You Lose.**, which was conducted around the Labor Day holiday. The campaign promoted high levels of law enforcement participation and was supported by millions of dollars of paid advertising. Sustained impaired driving enforcement throughout the year, which is highly visible and well publicized, enhances general efforts by making it clear to the public that law enforcement is serious about enforcing impaired driving laws. For the second year in a row, there was a continued reduction in alcohol-related fatalities in 2005. Through the efforts of high visibility enforcement and better training of prosecutors, law enforcement officers and DUI courts, we are making a dent in the alcohol related fatalities. Through these efforts, we hope to continue this downward trend in the coming years.



America's law enforcement community must set ambitious goals for traffic safety enforcement and education. Law enforcement officers have unprecedented opportunities to prevent a traffic fatality from occurring every 12 minutes, to reduce the number of serious crash injuries, and to impact positively the spiraling emergency services and health care costs.

The National Law Enforcement Challenge allows law enforcement agencies to set comprehensive goals, to strive to reach new heights, to share their experiences with others, and to be recognized for their traffic safety accomplishments; in short, to make significant differences in the communities their officers serve professionally. The competition has no losers - only winners, for saving lives and reducing injuries are the true reward of their efforts.



Municipal Agencies & Sheriff's Offices

1. 1-10 Officers
2. 11-25 Officers
3. 26-50 Officers
4. 51-75 Officers
5. 76-125 Officers
6. 126-300 Officers
7. 301-500 Officers
8. 501 or more officers

Other Agencies

1. Federal Agencies
2. Military Police
3. Universities
4. Private
5. Special Enforcement Agencies (DMV, etc.)
6. State Police Troops



Return to:

**Caroline Hymoff
Massachusetts Law
Enforcement Challenge**

**Governor's Highway
Safety Bureau
10 Park Plaza, Suite 3720
Boston, MA 02116
(617) 725-3334**

IACP National Law Enforcement Challenge

All state entries will be sent automatically to the IACP for consideration in the National Law Enforcement Challenge Program.

Championship Class

First place winners from the 2004 National Law Enforcement Challenge, regardless of agency size, will compete in this class.

Due:

April 14, 2006

Special Awards Categories (National Challenge only)

Rookie of the Year

The Rookie of the Year Award will be presented to an agency that is entering the Law Enforcement Challenge for the very first time. This award is open to all first time entries, regardless of category.

Occupant Protection Award

Applicants will be judged on their notable efforts to promote and enforce occupant protection laws.

Impaired Driving Award

Applicants will be judged on their notable efforts to detect and apprehend impaired drivers.

Speed Awareness Award

Applicants will be judged on their notable efforts to address the problem of speeding.

Child Passenger Safety Award

Applicants will be judged on their efforts to promote and enforce child passenger safety restraints in their communities.

Underage Alcohol Prevention Award

Agencies will be judged on their notable efforts to address the problems of underage drinking and of drinking and driving by those under the legal drinking age.

Bicycle/Pedestrian Safety Award

Agencies will be judged on their efforts to promote and enforce bicycle and/or pedestrian safety in their communities.

Commercial Vehicle Safety Award

Agencies will be judged on their notable efforts to promote and enforce occupant protections laws and their overall comprehensive education and enforcement programs for commercial vehicles.

Technology Award

Applicants will be judged on their efforts in addressing traffic safety concerns using new and/or innovative technology. *Example:* crash data collection technology (laptop computers), video cameras, speed indicator trailers, total station crash investigation etc.

Clayton J. Hall Memorial Award

This special award, honoring the memory of Clayton J. Hall, a highway safety leader who helped develop the Law Enforcement Challenge concept and many other innovative safety programs, is presented annually to the law enforcement agency that submits the most comprehensive traffic safety program. All agencies entered in the 2005 National Law Enforcement Challenge will be considered for this award.



A Step-by-Step Guide to Completing the 2005 Law Enforcement Challenge Application

**International Association of Chiefs of Police
515 North Washington Street
Alexandria, Virginia 22314-2357
1-800-843-4227**

**National Highway Traffic Safety Administration
400 7th Street SW, NTI-112
Washington, DC 20590**

What is the Law Enforcement Challenge?

What is the Law Enforcement Challenge Program?

The Law Enforcement Challenge is a competition between similar sizes and types of law enforcement agencies. It recognizes and rewards the best overall traffic safety programs in the United States. The areas of concentration include efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application (usually in a three ring or presentation binder) which documents their agency's efforts and effectiveness in these areas. The winning safety programs are those that combine officer training, public information and enforcement to reduce crashes and injuries within its jurisdiction.

Why does IACP do this?

This program is financed through a grant awarded to the IACP by NHTSA. IACP & NHTSA believe an increase in traffic enforcement in a community results in a decrease in motor vehicle crashes, injuries, and fatalities and they have the studies to prove it! In fact, no single other program or strategy works as well as law enforcement in making the roads safer. This program complements all the other training and public information programs that NHTSA does to promote traffic safety. The IACP believes one of the best ways to promote, build, and increase participation in the national program is to establish state Challenge programs. This way a state can conduct its own program and then forward the applications to us to include in the national competition. There are currently ten states that have compatible state programs.

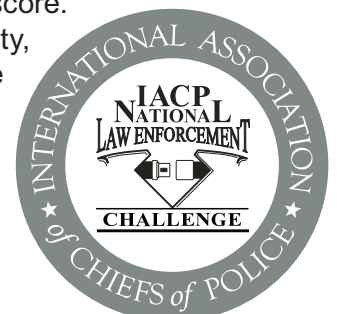
What's in it for a department?

This competition is a friendly way for departments to increase their attention to traffic safety. It provides opportunities for public recognition of exemplary programs (e.g., Nifty Fifty), incentive for continuing traffic safety activities, and documentation of agency effectiveness that can be used in future grant proposals. Every agency does some traffic safety programs, so participation does not require extra commitment on anyone's part. Merely documenting current activity has produced many winners. This documentation can help provide accountability and prove the value of a strong traffic program. Being the winner brings a great deal of positive attention to a department, benefits at budget time and enhances an agency's reputation as a department which is "tough on crime" yet prioritizes traffic safety. Forwarding a complete application to the IACP is all it takes for a department to be entered in the national program.

How are the Applications judged?

A panel of three judges will review each application and assign points based on the criteria. After the judging, the three scores are averaged and a final score is assigned. After all of the applications are scored, the agencies are ranked in their categories. A minimum of 50 points **MUST** be earned to receive an award. There may be categories where no awards will be presented due to either a lack of entries or not enough agencies achieving a minimum score.

All judges are independent members of the law enforcement community, public safety and corporate partners who have demonstrated advance knowledge of highway safety initiatives.



Completing Your Challenge Application

This booklet is designed to assist you in putting together an application for the national law enforcement challenge and applicable state challenge programs. By following these simple recommendations, you can make it much easier for the judges to locate the necessary information, thus giving your application an edge that could make the difference.

Agencies choosing to participate will typically submit a bound or binder application (not to exceed one inch) The application documents the agency's efforts in addressing traffic safety. The body of the application should showcase the agency's traffic safety efforts in the categories of Policies & Guidelines, Training of Officers, Public Information and Education, Enforcement Activities, and Effectiveness of Efforts.

If your state coordinates a Challenge program, your single Challenge application is entered into two separate programs: the appropriate State Challenge and the IACP National Law Enforcement Challenge. The National Law Enforcement Challenge and several state partners have much in common; the judging criteria and applications mirror each other but differ in category sizes and criteria. These differences are not something that will need your attention. Upon receipt of your application, it will be placed in the appropriate category by size and type of agency. Many agencies work together in their efforts throughout the years, and can combine their data in one application to submit a multi-jurisdictional entry.

General Tips on a Winning Submission

- First impressions count, a neat, well-organized application that is easy to follow during the judging makes a BIG difference.
- Maximum of one inch binder/presentation (*bound or binder*)
 - Make sure all the information you want the judges to see is securely attached inside the binder.
- Organize the categories of your binder in the same order as listed in the application.
 - Consider tabbing the sections and highlighting the appropriate information.
- Make sure you address every question asked – do not say “N/A” or leave blank without an explanation.
 - Sometimes the difference between 1st and 3rd place is 2 or 3 points. Every piece of information is important. If you fail to include one policy or one piece of data, it can make the difference between 1st and 3rd, or placing and not placing at all.
 - Lists and graphs/charts are very helpful to illustrate your accomplishments.
- Scan your articles and photos. Do not forget to use captions telling the judges what the picture is and how it applies to your program.
- Do not include minutia – only what counts. Quality is more important than quantity.
- Do not include actual handouts, key rings, pencils, etc – provide a photo.
- No videos, audio or computer-based presentations allowed.

There is no standard format for completing a Challenge application; however here are some things you can do to make your application more attractive to the judges. Most importantly, follow the application order. Directly behind the application form, your submission should provide a brief introduction about your agency's traffic safety programs. Following the introduction, include five sections or chapters, following the application order, one for each section of the judging criteria.

Organizing Your Application

Introduction

Give a brief description of your agency's traffic safety problem as related to occupant protection, impaired driving, and speed along with the solution you have developed to combat these problems. Provide one to three years of data or any traffic studies conducted by your agency to back up your problem identification.

Policy & Guidelines (20 possible points)

Applicants **MUST** provide a brief narrative or copy of their policies and guidelines for safety belt use within the agency as well as enforcement policies and guidelines for safety belt, child passenger safety restraints, impaired driving, and speed.

- ☐ Include only the page(s) with the necessary information, not the entire policy.
 - Summarize the policy clearly, highlighting the pertinent information and passages.
- ☐ If your agency has no policy for the requested target areas, provide a brief statement saying so – do not make the judges search for one.
- ☐ Do not say that you have a policy or enforcement guidelines and then neglect to include them.
- ☐ Enforcement guidelines are clear statements emphasizing the importance of DUI, speed, belt and child seat enforcement for your department.
 - Enforcement guidelines should be specific — one for each: DUI, speed, belts, & child seat enforcement.
 - Guidelines may be part of a policy/procedure statement; agency goals & objectives; operational plans; or internal memorandum.
 - Neither a state law nor a memorandum recommending belt use or enforcement of the target areas is considered a policy.
 - Do not include operational plans or process procedures (DUI checkpoints) unless necessary for the application.

Training (20 possible points)

Outline the training conducted during the year in occupant protection, impaired driving (detection and apprehension), and speed enforcement; provide a brief narrative about the training your agency conducted during the year.

- ☐ Include the percentage of officers trained in each category. (*Up to 5 pts. will be awarded in each area*)
 - Occupant Protection (usage and enforcement)
 - DUI (public information, detection and apprehension)
 - Speed (public information, detection and apprehension)
 - Overall other comprehensive traffic safety training (MCS, pedestrian, bike safety, etc...)
- ☐ Provide a brief narrative of your training activities.
- ☐ Be sure to provide the number of and the percentage of sworn personnel trained and the type of training conducted. (SFST, Operation Kids and many other programs can be used over several Roll Call training sessions – take advantage of roll call training.)
- ☐ Include a matrix of the types of training provided and how many officers were trained or updated during the year.
- ☐ If you say officers were trained, show your documentation.
- ☐ DO NOT include training that has nothing to do with the categories or did not occur in the current year. (Unless it is the overall traffic safety training)
- ☐ DO NOT include entire training manuals, certificates, or rosters of each class conducted.

Incentives & Recognition (20 possible points) (Up to 5 pts. will be awarded in each area)

Additional points are awarded for agencies that reward officers for a job well done and citizens that practice safe driving. Rewards and incentives are important elements in letting people know that traffic safety is a priority in the community and the agency.

- ☐ Participation in Saved by the Belt programs (state, local or IACP Saved By the Belt)
- ☐ Recognition of officers for DUI enforcement
- ☐ Recognition of officers for Speed Enforcement
- ☐ Your participation in National and/or local Mobilizations and Crackdowns (e.g., *Click It or Ticket*, *You Drink & Drive. You Lose.*, *Checkpoint Strikeforce*) and sustained high visibility impaired driving enforcement.

These points can make or break an application. Additional points are given (5 each) so make sure you show the judges what you did in these areas.

Public Information & Education (40 possible points)

This section is very important. The bulk of the points are based on your efforts to promote the issues of occupant protection, impaired driving, and speed enforcement. Show your creativity in promoting your programs. Provide a narrative of your public information and education activities and your efforts to publicize highly visible enforcement during the year. Tell us what you have done and how you got the message out to the public.

- ☐ Show the judges what you have done: Photos/news articles/letters/etc... (insure these have captions that tell us what they are). Use pictures to highlight your narrative.
- ☐ Give details on each activity/program and how well it worked. Who was involved? How did you get your community/businesses/politicians/other agencies to work together? (coalitions)

Enforcement Activity (40 possible points)

Provide the number of citations/warnings issued by your department for safety belt/child safety seats, impaired driving, and speeding violations for any of the best **three (3) month period** during the year – they do not have to be consecutive months or the same three months of the target programs. (Do not include data from the entire year unless it is highlighted .)

- ☐ Safety belt citations
- ☐ Child safety seats
- ☐ Speed related citations (including too fast for conditions and failure to reduce speed)
- ☐ Impaired driving arrests
- ☐ Include number and type of special enforcement efforts. State not only the number of enforcement efforts but also explain what they were.
- ☐ The numbers should make sense compared to the number of officers in your department. (If you have 200 officers and only issued 250 citations for seat belt violations, this is not good.)
- ☐ If your agency has a “No Warnings” policy, say so. If you just put a “0” in that line without explanation, you will lose points.
- ☐ Provide a brief narrative explaining in detail what you accomplished during the enforcement efforts.
- ☐ If you have shown an improvement over previous periods or years, show it. The application page should show 3 month numbers, but your attached narrative could explain annual numbers and any improvement over the years. (Recent data – not from 10 years ago.)

How Effective Were You? (40 possible points)

The secret to this section is very simple: do the research and find the numbers. This is not only important to complete your challenge application but also data that will help you evaluate and build your entire traffic safety

program. This section can be used as barometer on how well your agency is doing. At a minimum, address your traffic program's effectiveness in the following areas:

- Change in safety belt use
 - You must show the difference. What was the change in the belt use rate in your jurisdiction over a 6 month period?
- You must show the numbers of speed and alcohol related fatalities and injury crashes.
 - How do they compare to previous years?
 - Use graphs and charts to illustrate this change.
- If you state "unknown" you will not get credit! Do the research! Find the numbers.
- Your effectiveness documentation should also include results of some of your enforcement programs.
- Provide a narrative of your effectiveness. How did the programs change your results and did the community support your efforts?
- How many total crashes were in 2005 and how did it compare to previous years?

While this may seem difficult for smaller departments, it is ALWAYS a good idea to keep track of this data. It can be used to help plan and make program decisions in your agency and help you determine how to allocate resources.

Quality of Submission (15 possible points)

The following questions will be considered and a score for presentation will be awarded by the judges.

- How well did you organize your application? (Your submission should follow the order of the application) The judges will look at how much effort you expended in preparing your application.
- Make things easy to find! Remember, there will be hundreds of applications for the judges to look at. Make use of bullets and highlight critical points.
- DO NOT send more than one, 1" binder – you will not be judged by weight or volume, but by quality, accomplishments, and completeness.
- Do not send video or audio tapes – judges do not have the time to view each one.
- If you have done audio/video PSA's, then summarize them in narrative form. For the video PSA, if possible, include a "freeze-frame" photo shot from the video.
- Is all the information clearly provided and is it creatively presented?
 - Make the submission clear, concise, and easy to follow.
 - Use tabs to locate important items.

Special Awards

In addition to the first, second, and third place National Law Enforcement awards one can receive, there are several other "special awards" for which your agency may compete. If your agency wishes to do so, your application should include a separate tab or section for each special award for which you wish to be considered.

- Do not check all the special award categories, only check the special awards that you have provided the additional data and information about for the award.
- Place these special award sections in the rear of your presentation/book.

If you do not "place" in the awards program, it does not mean that you did not do a good job — it only means that another agency in your category did better. Strive to do more the following year. Interact with others who have successful programs and learn from them. Do not give up. Above all, remember that what you have done has made a difference! The community that you serve has benefited from your work and is a safer place to drive and live. Everyone is a winner!



International Association of Chiefs of Police

National Law Enforcement Saved By The Belt/Air Bag Awards Program

PURPOSE

To identify individuals in the law enforcement community whose lives are saved or injuries significantly reduced because they were wearing a safety belt or protected by an air bag and a safety belt at the time of a crash.

- To emphasize safety belt use by law enforcement officers.
- To use the law enforcement community as a role model for safety belt use.
- To increase public awareness on the benefits of safety belt use.

WHO QUALIFIES

Persons who are eligible for receiving the award must meet all of the following criteria:

- Any law enforcement officer, on duty or off duty, and/or their spouses and children involved in a motor vehicle crash whose lives were saved or injuries reduced because of the use of a safety restraint or air bag and safety belt.
- The crash occurred AFTER January 1, 1990.
- Nominees must be using the proper combination of safety restraints. For example, safety belts were properly used in vehicles equipped with an airbag; use of the manual lap belt is required with some automatic belt systems; child nominees who are required to be restrained by a child safety seat must be properly secured in the child restraint and the restraint must be properly secured in the vehicle by a safety belt
- Nominees may not be the driver of the "at-fault" vehicle; i.e., if agency's crash review finds the crash could have been prevented, the nominee will NOT qualify.

REPORTING PERSON

Any law enforcement officer who investigates, or reviews the investigation of, a crash meeting the stated criteria.

Reporting officer must submit a completed entry form and a brief narrative of the crash. If consistent with state law and department policy the appropriate accident or incident report should also be submitted. (Include photos.) They should indicate why they believe the person(s) should be included into the Law Enforcement Saved by the Belt and Air Bag Club. This completed form must be signed by the agency head or his designee.

IACP REVIEW PROCEDURES

Each entry will be reviewed using the following criteria:

- Severity of crash
- Severity of injuries/condition
- Circumstances surrounding the crash
- After full review, IACP reserves the right not to grant the presentation of the award.

AWARDS

An official letter of induction will be given to the survivor(s) along with a Safety Belt Survivors Club plaque to be presented by the department's chief executive officer. The recipient(s) will also receive an International Association of Chiefs of Police Safety Belt Survivors Club Pin and a one-year subscription to Police Chief magazine.



International Association of Chiefs of Police

National Law Enforcement Saved By The Belt/Air Bag Awards Program

Agency Name: _____

Address: _____

Reporting Officer: _____ Title: _____

Telephone: _____ Agency Type: (Check one) ☐ Municipal

Agency Size: Sworn Personnel _____ ☐ State ☐ Federal ☐ Sheriff (Elected)

Non-Sworn Personnel _____ ☐ Special (Campus, railroad, etc.)

Does department have safety belt use policy? (Y/N): _____ (send copy)

Does policy include all passengers? (Y/N): _____ (send copy)

Survivor's Name: (1) _____ Age _____

Family Member Survivors (Spouse/Children):

(2) _____ Age _____

(3) _____ Age _____

(4) _____ Age _____

On Duty (Y/N): _____ Number of Occupants: _____ Date of Crash: _____ Time of Crash: _____

Vehicle Type: Make: _____ Model: _____ Year: _____

Type: (Check one)

☐ Marked Patrol Vehicle ☐ Unmarked Patrol Vehicle ☐ Personally Owned Vehicle ☐ Other (Rental)

Patrol Vehicle Moving (Y/N): _____ Emergency Lights On (Y/N): _____

Emergency Response (Y/N): _____ Audible Signal On (Y/N): _____

Normal Patrol (Y/N): _____ Pursuit (Y/N): _____ Estimated Speed: _____ MPH

Type of Restraint System Used:

Using the Number(s) next to the survivor(s) name above indicate the restraint system used and the seating position in the vehicle for each occupant (more than one person may be indicated next to the belt system used.)

_____ Lap and shoulder belt

_____ Lap belt only

_____ Automatic safety belt

_____ Air bag (Must also identify belt system used)

_____ Child safety restraint

Location of Occupants

Front		

Please provide a brief description of crash, injuries or deaths (include whether occupants of other vehicle(s) were buckled up). Provide photo.

Agency Head: (Signature required) _____

Challenge Application Checklist

Use this check-off list to ensure you report what your agency accomplished during 2005. This is a partial list of some of the required materials.

Have you included... ?

- ☐ Written policy requiring officer safety belt use
- ☐ Written guidelines for enforcing belt laws
- ☐ Written guidelines for speed enforcement
- ☐ Written guidelines for impaired driving enforcement
- ☐ Training Information - Updates or new training during the past year: Roll-Call, in-service, seminars, conferences, etc.

Did you include... ?

- ☐ An outline of your public information campaigns and programs
- ☐ Nominations of officers for any traffic safety awards local, state, or national
- ☐ Department Awards
- ☐ Memberships in any safety groups or transportation safety commissions where your agency played an active role
- ☐ Participated in any child passenger safety training and programs
- ☐ Nomination for Saved by the Belt/Air Bag Awards
- ☐ Any public/private partnerships in traffic safety initiatives
- ☐ Multi-jurisdictional projects such as checkpoints
- ☐ Use of speed trailers, numbers of times used, how they were deployed, and effectiveness
- ☐ Presentations to groups - PTA, Scouts, businesses, military, etc.
- ☐ Media coverage highlighting your highway safety activities
- ☐ Number of times your message or activities appeared or were mentioned on TV or radio
- ☐ Show signs and billboards produced and/or used by your agency
- ☐ Safety belt challenges and or surveys for your jurisdiction
- ☐ Pictures of handouts and printed materials
- ☐ Summary of press releases and/or media coverage

Did you provide... ?

- ☐ Completed Challenge application
- ☐ Enforcement Data
- ☐ Citations for any 3 months for safety belts, DUI, and speed
- ☐ Seat belt surveys (pre & post)
- ☐ Percentage (%) of fatal/injury crashes that were alcohol & speed related
- ☐ Special award information tab or section you need to include for judging the special awards for which you wish to be considered (rear of book/presentation)

For more information, contact:

Rick Larson, IACP
515 North Washington Street
Alexandria, Virginia 22314
Telephone: 1-800-843-4227
E-mail: larsonr@theiacp.org
Website: www.theiacp.org



2005 Application

☐ Municipal Police
(City, County, or Town)

☐ Sheriff

☐ State Police/
Highway Patrol

☐ Federal Agency

☐ Military Police

☐ University

☐ Private

☐ Tribal

☐ Special Enforcement
Agency (DMV, etc.)

☐ State Association

☐ International

☐ Multi-Jurisdictional

☐ Championship Class
(2004 1st Place
Winners)

Special Awards

☐ Rookie of the Year

☐ Occupant Protection

☐ Impaired Driving

☐ Speed Awareness

☐ Child Passenger Safety

☐ Underage Alcohol
Prevention

☐ Technology Award

☐ Bicycle/Pedestrian

☐ Commercial Vehicle

Agency Name: _____ Phone: (____) ____ - _____

Agency Head: _____ Fax: (____) ____ - _____

Address: _____ E-Mail: (____) ____ - _____

City/State/Zip Code: _____ No. of Sworn Officers: _____

Contact Name/Rank: _____ No. of Patrol Officers: _____

I. Policy and Guidelines (Agency **MUST** provide brief narrative or copy.)

☐ Yes ☐ No A written policy requiring officer safety belt use.

☐ Yes ☐ No A written policy/guidelines making enforcement of safety belt and child passenger safety restraint laws a priority.

☐ Yes ☐ No A written policy/guidelines making speed enforcement a priority.

☐ Yes ☐ No A written policy/guidelines making impaired driving enforcement a priority.

II. Training of Officers (Agency **MUST** provide brief narrative or outline of training.)

____ (#) ____ % of sworn officers who received in 2005, updates or new training in occupant protection.

____ (#) ____ % of sworn officers, who received in 2005, updates or new training in impaired driving detection and apprehension.

____ (#) ____ % of sworn officers, who received in 2005, updates or new training in speed enforcement.

____ (#) ____ % of sworn officers who received any traffic safety related training in the past.

Include: occupant protection, impaired driving, speeding, aggressive driving, MCS, bike/pedestrian, etc...

III. Incentives and Recognition (Provide narrative or program details.)

☐ Yes ☐ No Saved by the Belt/Air Bag (IACP officer and/or citizen award program)

☐ Yes ☐ No Officer recognition programs for impaired driving detection and apprehension

☐ Yes ☐ No Officer recognition programs for speed detection/apprehension

☐ Yes ☐ No Traffic Safety educational/enforcement mobilizations/campaign

(Operation ABC, Safe and Sober, Smooth Operator, You Drink & Drive You Lose, Checkpoint Strikeforce, etc)

IV. Public Information and Education

Provide a written narrative of all the public information and education efforts conducted during 2005 to address occupant protection, speed, DUI. Also, include all information on your total traffic safety programs and initiatives during 2005.

V. Enforcement Activity (During any three months of 2005)

Provide brief narrative explaining what your agency accomplished.

____ # of citations, ____ # of warnings for safety belts

____ # of citations, ____ # of warnings for child passenger safety violations

____ # of citations, ____ # of warnings for speeding

____ # of arrests for impaired driving, ____ # of special enforcement efforts

How many were checkpoints? _____ How many were saturation patrols? _____

VI. Effectiveness of Efforts

Provide a narrative of your effectiveness (i.e. "How did the programs impact your overall effectiveness?")

Safety belt usage rate—Beginning Rate: _____ % Mo/Yr: _____ / _____

End Rate: _____ % Mo/Yr: _____ / _____

Percentage of 2005 fatal and injury crashes related to Speed: _____ %; Alcohol: _____ %

Total crashes for 2004: _____ 2005: _____

Injury crashes for 2004: _____ 2005: _____